STARTING FROM LONDON.

FROM Euston Square or St. Pancras Station the passenger leaves London for Liverpool on his trip around the world by the Canadian Pacific Railway Company's new globe-circling route. At Liverpool he embarks on one or other of a selected number of the finest transatlantic steamers afloat, and is landed at Montreal, Quebec or Halifax, New York, Boston or Portland, according to the vessel he has chosen. And so marked have been the improvements in the great passenger lines, both in speed and safety, as well as in convenience and luxury, so zealous have been the efforts to make the short voyage a veritable pleasure trip for the ever-increasing number of people who are no longer content to limit their travels to Europe and the fringe of the Mediterranean, that the passage across the Atlantic, once a drawback to extended travel, has now become one of the inducements. During the greater part of the year it is tantamount to enjoying the seaside in the society of a party of friends who, bent on enjoying themselves, contribute to the enjoyment of others. Pleasant acquaintanceship, and sometimes valuable and life-long friendships, are made during a voyage which is generally admitted to have been spent with unexpected pleasure.

Should the traveller choose one of the Canadian liners bringing him direct to Montreal or Quebec, he will find the passage of the St. Lawrence not the least attractive and interesting portion of his route. During the last two days of his Atlantic journey he will be within sight of land on both sides of his ship, passing scenes of historical interest, made memorable by Jacques Cartier, Champlain, and other early French adventurers who discovered Canada and penetrated its wilderness, and passing scenery which, of its kind, is unequalled by that of any other sea-going route in the world, until the vessel stops at Quebec, where a stay of a few hours is made.

AT QUEBEC.

The tourist, however, may disembark here and spend such time as he pleases in visiting the Plains of Abraham, the scene of Wolfe's last victory, which changed the nationality of Canada; the beautiful Falls of Montmorenci, which are reached after an hour's drive through a pretty and distinctly French-Canadian settlement, and in inspecting the ancient and unique city of Quebec, so unlike any other on the North American continent, with its semi-military, semi-ecclesiastical appearance, and its mementos of the early wars between the French and English, and subsequently between the Canadians and their neighbours of the New England States. If he desires to remain over for a day or two, he will find several hotels to choose from. The new Frontenac Hotel in the centre of the upper town, commanding a perfect view of the St. Lawrence and neighbouring country will be open in 1893, and will be one of the finest hotels on the continent. He can then take the train, and in a few hours is in Montreal. Should New York be his landing-place, he will either proceed to Montreal by train, or in certain seasons by boat up the beautiful Hudson River for a considerable portion of the way; or he may go by Niagara Falls, joining the Canadian Pacific train at Toronto.

MONTREAL.

At Montreal, if before unvisited, the traveller will hardly fail to stay for a short time. It is the chief commercial city of the Dominion of Canada, and has much to interest a stranger. Its beautiful position at the foot of Mount Royal, its handsome residences nestling among maples, bright and busy tree-lined streets, and the grand prospect which it enjoys overlooking the broad St. Lawrence, with the Laurentian hills closing the view in the distance, always evokes the admiration of those who come from less favoured places. Its mountain park is an adjunct such as is possessed by no other city on the continent, and those who traverse its umbrageous roads, or, alighting from their carriage, penetrate its woods and dells to select their own points of view, invariably declare that to have missed that drive would have been to have lost one of the chief pleasures of their journey. The evidences of Montreal's wealth and commercial activity, as seen in the shipping and business quarters, the double nationality of its people, and the growing importance of the city as a mercantile centre, invest Montreal with more than a passing interest to those who desire to think as well as to see.

At Montreal the Canadian Pacific Railway's transcontinental route to Vancouver may, in one sense, be said to begin, and for about six days, unless he desires to stop by the way, the tourist will find a comfortable

home in one of the Canadian Pacific Railway Company's luxurious carriages, which, constructed on a somewhat different model from the older plans, are now recognized as being the most comfortable of all cars—by day a drawing-room, by night a comfortable bed-room, with smoking-room attached. Dining cars are run on all transcontinental trains.

Four hours' journey takes him to Ottawa. This is the capital of the Dominion. It is remarkable for its beautiful Parliament buildings, library and departmental edifices. Situated on a hill commanding a view of the Ottawa River and the romantic Chaudiere Falls, so intimately connected with the French and Indian wars of the seventeenth century, and now the power which runs the great saw-mills that make Ottawa the chief lumbering centre of the continent.

From Ottawa westward the route lies through country rich in timber and in game, but only sparsely settled. Lake Nipissing, formerly a highway to the great lakes for the Montreal voyageurs to the west, is touched at North Bay, a junction where passengers from Toronto join the transcontinental train; and on the second day out Lake Superior is reached. Passing within sight, for much of the time, of the clear waters and picturesque islands of this great fresh-water sea, the passenger is carried through and over marvels of engineering work which of themselves explain the prophecy—happily falsified—which predicted that a railway neither would nor could be built through such a country, until he reaches Fort William, on the Kaministiquia, the head of inland navigation, and the lake terminus of the Canadian Pacific Railway.

THUNDER BAY AND FORT WILLIAM.

The charms of Thunder Bay, and the frequent discovery of minerals in this district, together with the enormous grain shipments from the prairies, combine to make Fort William a place of great and growing importance. This was the starting point, by a mixed land and water route, of the expedition led by Col. Wolseley, in 1870, to restore order in the Red River settlement after the insurrection of the French half-breeds under Louis Riel. His route is partly followed by the rail, through wild and rugged country, which nevertheless has attracted some settlement and is drawing more, though it is not without its value to sportsmen, and is in parts of great mineral richness. But when the train crosses the Red River into the city of Winnipeg an entirely new kind of country begins.

WINNIPEG.

The tourist is now on the edge of the great wheat fields of the future, which even now, in their infancy, have this year (1892) raised a large surplus of the finest wheat in the world, besides other grain. The traveller will probably stop over for a short time at Winnipeg, and inspect the city which a few years ago was merely a hamlet of Indian traders gathered around a Hudson's Bay Company's post, but now has a population of about 30,000, and is destined to become the most important city of western Canada. In the proper season he will, if a sportsman, be able to secure such prairie grouse and wild fowl shooting as is difficult to obtain elsewhere; and if really desirous to take advantage of this opportunity he will find many other sportsmen of the place willing to instruct him as to methods and places. There are good gunsmiths in the city, where all material can be procured. He will find at the offices of the Dominion Government, or of the Canadian Pacific Railway, officials who will be glad to give him trustworthy information concerning the farming and ranching lands of the Province, or districts beyond it.

ON THE PRAIRIES.

Leaving Winnipeg the train passes through a number of small towns and thriving settlements—a few years ago all uncultivated prairie—for four hundred miles, when what are known as "The Plains" begin. From this point to Calgary, near the Rocky Mountains, about another four hundred miles, and stretching away south to the boundary of the United States, and for some distance north of the line, is the ranching country of the great western territory of Canada, not long ago the roaming grounds of vast herds of buffalo, the hunting grounds of the Cree and Blackfoot Indians. At some stations the traveller sees stacks of bleached buffalo skulls and bones waiting shipment to sugar refining centres. These have been gathered by cartloads on the plains by old buffalo hunters, who, like the animals they chased, are fast disappearing.

SIDE TRIPS.

At several points—Portage La Prairie, Brandon, Regina and Calgary, the tourist is enabled to journey north or south of the main line on one or other of the branch lines whose junctions are at these points. A stop-over of a few days at Regina enables him to take another train and visit the prosperous settlement at Prince Albert on the north branch of the Saskatchewan, and other points of a district once the great highway of the Hudson's Bay Company's business; localities that Milton and Cheadle, Butler, Palliser and other English travellers have done much to familiarize to English readers. At Calgary another diversion may be made and the train taken for Edmonton, formerly the chief emporium of the Hudson's Bay Company in the Saskatchewan country, now a growing town, the centre of one of the most fertile mixed farming districts of the west. The importance which this place once possessed in the buffalo-hunting period of the country, has been replaced by that derived from the great agricultural value of the millions of acres within reach of it. From Calgary the tourist may take train for the south, and visit the ranching districts and the coal mines which are making Southern Alberta famous.

IN THE ROCKY MOUNTAINS.

Leaving Calgary, the principal city of the plains, the Rocky Mountains are plainly in sight, and in about three hours' time the train enters "The Gap," which is the beginning of five hundred miles of the wildest and most picturesque scenery on the continent. It is not the intention to attempt in the limited space of this publication any description of even the chief points in the several ranges of mountains through which the tourist passes between the prairie and the sea. The rugged, bare, fantastic monsters of the Rocky Mountains, of which the Three Sisters of Canmore, Cathedral Peak, Mount Stephen, at the summit, and the Otter Tail Range, are the chief points, as well as the verdure-clad, snow-capped titans of the Selkirks, with their precipices and glaciers, silent of all life, but overlooking the jumping, splashing, roaring Illecillewaet and Beaver Rivers, tearing in and out of the valleys below as if the salvation of man depended on their reaching the sea without half a moment's delay; these and the multitude of their kind must be viewed, not described, for no man ever has or probably ever will describe them to the satisfaction of him who sees them for himself, sees them in their varying colour and realizes their grandeur fashioned by his own mind.

AT BANFF.

But the tourist should stop over at Banff, a station eighteen miles west of "The Gap." Here is a luxurious hotel built by the railway company at some sulphur springs of rare curative properties, and for many miles around is the National Park, a picturesque district set apart by the Dominion Government, and preserved for the pleasure of tourists and sportsmen. To live like a Sybarite where, until recently, the footsteps of the wandering Indian alone disturbed the solitude of the mountains, and to ride and drive with comfort amidst the grandest mountain scenery in America is at the option of the guest at the Banff Hotel. Naturally enough, under these circumstances, the hotel during the season is always well occupied with pleasant family parties and leisurely globe-trotters. A short distance west of Banff is Laggan station, at which the tourist stops to visit Lake Louise and the other "lakes in the clouds." These lakes cannot be properly described within the limits of these pages, nor indeed will any written description adequately convey their beauty to the mind's-eye of the reader. Many have written about them, but all agree that they must be seen. And as the trip either from Banff or the comfortable hotel at the Great Glacier is easily arranged and is a most agreeable one, tourists halting by the way should make a point of seeing the lakes in the clouds. The Canadian Pacific Railway publishes a short guide book to these lakes, which may be had without charge on application to any of the company's agents.

IN THE SELKIRKS.

Up to the mountains the tourist has breakfasted, lunched and dined in a sumptuous dining car attached to the train, but in the mountains he takes his meals, and excellent ones they are, at the charming little chalets which the railway company has established: The "Mount Stephen House," at Field station, from which the giants of the Rockies can be visited at leisure; the "Glacier House," under the shadow of that highest peak of the Selkirks, "Sir Donald," and at the foot of the great glacier, that marvellous river of ice; and the "Fraser Cañon House," at North Bend station, where the fearsome cañons of the Fraser River can be explored.

The mountains being passed, the tourist soon reaches Vancouver on Burrard Inlet and, if the steamer is not about to sail immediately, goes to the Hotel Vancouver, owned and operated by the Canadian Pacific Railway Company, noted as one of the best in America for those qualities which go to make the sum of a traveller's comfort. But concerning these and many other things on the transcontinental journey, are they not written in the book of "The New Highway to the Orient," which an intending traveller may obtain gratuitously from any of the Canadian Pacific Railway Company's agents! And before starting on his trip the tourist should also procure from one of the company's agents a charmingly written little guide called "Westward to the Far East," which will tell him just what he requires to know about Japan and China. As a means of shortly but accurately recording his journey across the continent he will find a copy of the company's Annotated Time Table invaluable, and it will cost him nothing. A steamer runs daily across the straits to Victoria on Vancouver Island, the capital of the province and a city well worth a visit. The trans-pacific steamers stop at the harbour-mouth of Victoria, enabling passengers to embark.

ON THE PACIFIC.

There is a charm in sailing the Pacific Ocean to which everyone yields. The Summer Sea, as Lord Dufferin somewhere calls it, has its own pleasant advantages, and it is redolent of the most romantic maritime history that has been written. In person you are on board a triumph of the ship-building art, with surroundings that fastidiousness itself is compelled to praise, while in spirit you are with Drake and Frobisher and the daring buccaneers of Queen Bess' time, who robbed the Spanish galleons in the sacred name and with the same cheerful religious zeal with which the Spaniards had plundered the Incas and other Indians of South America. A sail in sight on the Pacific suggests a galleon escaping; a second one, a buccaneer in chase. Hitherto, however, the steamers traversing the Pacific Ocean have been inferior to those of the Atlantic lines, but the three new steamers of the Canadian Pacific Railway Co., Empress of India, Empress of China and Empress of Japan, superior to anything that has ever sailed the Pacific, and in some respects superior to most of the Atlantic steamers, have given a new charm to this voyage. On such an ocean in such a ship it is impossible not to enjoy the trip from Vancouver to Japan. And there is much novelty in it too. The ways of the Atlantic liners are not those of the Pacific palaces. There is an eastern air in the latter which will be new to many. The servants are not called "stewards," but "boys;" they are not black-jacketed Europeans, but white-frocked Celestials. There is no luncheon on board, but there is luxurious "tiffin," and so on.

AT YOKOHAMA.

In about ten days after leaving the shores of British Columbia the steamship is in Japanese waters, the first port reached being Yokohama. Unless in a very great hurry indeed, the tourist will here leave the steamer in which he crossed the Pacific and take a little time to see Japan. There is so much to be seen, and much of what is to be seen depending on the time of year, that for detailed information a tourist must turn to the little book already mentioned, "Westward to the Far East." He will find it a guide, philosopher and friend, with whose assistance he can regulate his daily program with the greatest economy of time and money, and the maximum amount of sight-seeing.

Japan has lately become the desired goal of all who travel for pleasure, and who, jaded with the old world and the American continent, desire to see a phase of eastern civilization unlike that to be met elsewhere within the whole boundaries of Asia. The descriptions of it written by Arnold, Griffis, Oliphant and other men of literary reputation, have fired the desire of the accustomed traveller to visit the land of the cherry blossom and the chrysanthemum, and none have repented the determination. A country which, during the present generation, was a sealed book to foreigners, with which they could trade only across a bridge and under a jealous watch, suddenly overthrew the chief officer of state, reverting to one of still more ancient regime, and at the same time opened its ports, purchased steamships, built railways, adopted European costumes for its officials, European arms for its soldiers, and generally effected the most extensive peaceful revolution that the world has ever seen. Japan is now in that condition in which the two systems are working side by side—the one developing, the other dying. It is therefore a most interesting time to visit the country while yet most of the old life remains, and ancient domestic customs and traditions surprise and delight the European stranger.

OTHER CITIES OF JAPAN.

The temples of Nikko, the bazaars of Osaka, the commerce of Nagasaki, and the antiquities of Kioto can be seen as easily and conveniently as if they were all in the neighbourhood of London or New York. By consulting the guide, to which reference has been made, it will be seen that there are a number of trips to be made in Japan, taking Yokohama as a home or starting point. Tokio, Nikko, Kioto, Nagasaki, Fujiyama, the sacred mount whose general appearance a thousand Japanese artists have made familiar to the world; the several points on the Inland Sea, and even Hakodate, a very characteristic Japanese seaport in the north, may be seen in a short time. There are railways to the chief cities, and a Japanese company has steamers plying between Yokohama and the ports. Guides, when required, and servants are always to be had without delay; there is a regular scale of payment for every service the tourist requires, and everything can be found at or ordered from his hotel. For a number of years English troops were stationed at Yokohama, and in the matter of comfort, convenience and luxurious travel they paved the way for those additions which the enterprise and money of their successors, the business men, have supplied. A round-the-world tourist, having twelve months in which to complete his tour, can well afford to linger in Japan, even if his so doing should necessitate hurry in other places; but by waiting over for the next steamer following that by which he arrived, he will have three weeks or a month in Japan, and ample time to see the most interesting places in India and China, as well as in Egypt and the Mediterranean.

THE INLAND SEA.

Between Kobe and Shimonoseki is the Inland Sea. These two cities are also connected by railway. Most of the leading European and American firms doing business are represented at Kobe. It is also a starting point for Osaka, one of the brightest and most attractive of Japanese cities, and also for Kioto, as well as for other interesting points. The Inland Sea is a smooth island-dotted water which will suggest to the American and Canadian travellers the Thousand Islands of the St. Lawrence removed to Japan and peopled with the polite little people with whom sampans take the place of canoes. But even the most sketchy description of what the traveller will find in Japan to interest and delight him is out of the question within the prescribed bounds of this publication. The guide "Westward to the Far East," to which reference has been made, will give him more definite information; but even that is but a sign-post to help him on his tour of observation.

SHANGHAI.

A run of about a thousand miles from Yokohama brings the tourist to the Woosung River, on which Shanghai is situated. There is a Chinese town at Woosung, and about a dozen miles up the river the great mercantile centre of Northern China is reached. As it is approached, after passing the bar a little above Woosung, the traveller sees in the fleet of junks, the forest of masts and the presence of European men-of-war under various flags, evidences of Shanghai's commercial importance. It is the chief seat of trade of the Yang-tse-Kiang River, and the northern parts of China, it being the most northern of the five treaty ports open to foreign trade. Besides the Chinese town, there are three foreign settlements, the English, American and French. The English and American form one municipality, while the French have laws and regulations for themselves. The offices and dwellings of these foreign merchants are very handsome buildings, and there is no want of social intermingling and amusement amongst the residents. There is a good hotel in each of the settlements, and there is an excellent club in the town and another in the country to which ladies are admitted as members. With a proper introduction, the traveller will find time pass pleasantly enough at Shanghai, and see, and if he wishes join, the inhabitants in all kinds of sport, from racing and cricket to dancing and lawn-tennis. In the season there is excellent shooting in the lower flats of the river. If time permits, the tourist can take a steamer to Hankow, a very important Chinese city, on the road to which he will pass Nankin, one of the most celebrated of the cities of China, but one which, not being a treaty port, is closed to foreign trade. From Shanghai, means are provided for reaching Pekin, and other ports of China. Southward, the traveller continues his journey in one of the Canadian Pacific Railway's steamers, and next anchors at Hong Kong.

HONG KONG.

This is an island lying off Kwang-tung, of which province Canton is the capital. It is a British colony, the capital and indeed the only city of which is Victoria, though generally referred to in conversation as Hong Kong. It has a beautiful harbour which is generally crowded with merchant vessels of all nations, numerous junks, innumerable sampans, or native boats, and usually several English men-of-war. There are good hotels here, and a well managed club. Strangers are hospitably received when introduced by friends of the residents, and in the autumn and winter the climate is pleasant enough. The wet season, which is the least inviting time in which to visit Hong Kong, commences in May and continues until August. There are shops of all kinds in the city, and all the wants of a traveller can be supplied, in most cases at a less cost than at home.

CANTON AND MACAO.

From Hong Kong steamers ply to Macao and Canton, respectively forty and ninety-five miles distant. Macao is an old Portuguese settlement, unlike in all respects the English settlements in China, and is well worth a visit. Canton, however, is the city which a tourist reaching Hong Kong will naturally be most anxious to see. It is the capital of the Kwang-tung province, and was inaccessible to Europeans until it fell before the combined English and French attack in 1858. Prior to this Europeans visited only an outer portion of the city separated from the main city by wall and water, and devoted to the hongs and residences of the foreign merchants. Now, however, the pagodas, yamens and extraordinary streets of Canton may be traversed by foreigners. It is a city alive with population, and its principal streets are well filled with shops in which purchasers of chinaware, lacquer, ivory and Chinese curios generally will find goods of all kinds and of all values.

SINGAPORE.

From Hong Kong, the tourist continues his globe-circling trip in one of the Peninsular & Oriental steamers through the China Sea to Singapore, a distance of 1,437 miles, or about five days' voyage. Singapore is a very busy and important place. A large trade is done with the Malay peninsula, and Singapore is a rendezvous and coaling station of the British East India Squadron. Its population comprises men of every eastern race, and there are a number of interesting places to visit outside the town. It is famous for its flowers and fruits, amongst the latter being the celebrated mangosteen, of which one poet has said: "It is worth while going to Singapore to taste one."

PENANG.

Through the Straits of Malacca the journey is continued to Penang, 380 miles, one of the Straits settlements which of late years has largely increased in importance. Georgetown is the capital, and there are some pretty drives in the neighbourhood of the city, the principal one being to the top of Penang Hill, where a comfortable hotel, the signal station and several government buildings are located. The view overlooking the heavy tropical growth below is very fine; the roads are good, well shaded and the cool air of the high land is a delightful change from the city below.

COLOMBO.

The next run is to Colombo, in Ceylon's spicy isle, 1,274 miles across the eastern portion of the Indian Ocean. It is one of the most interesting points on the route. There are some fairly good hotels in Colombo, and it is noted for the beauty of the drives in its vicinity. It is a great place for jewellery of all descriptions unseen in the shops at home, as well as for precious stones and imitation ones and other curios. Travellers rarely fail to come away with mementos of their visit to Ceylon. Some of the finest jewels seen in the shops of London, Paris and New York are purchased at Colombo. Here the tourist has the option of continuing his journey straight to Aden, or deviating to Bombay, or to Calcutta and through Hindostan to the Arabian Sea.

CALCUTTA.

Should he choose the latter route, he is transferred to another Peninsular & Oriental steamer, and in about four days reaches the Hoogley, on which Calcutta is built, about ninety miles from the sea. Calcutta is the seat of the supreme government of India, the capital of the commerce of Bengal, and from its handsome buildings has been called "The City of Palaces." Its history is almost the history of the British in India. It was founded by the establishment of a small trading post in 1690, and remained in that insignificance for nearly a century until Clive, in avenging the iniquity of the "Black Hole" of Calcutta, deposed Surajah Dowlah and commenced the operations—military, political and commercial—that resulted in the present

Indian Empire. Calcutta is the solidity of Europe grafted on the barbaric splendour of the East. The fashions and manners of London jostle the customs and traditions of the Mogul Empire. It is associated with the names of England's greatest soldiers and statesmen, and its history is a story of the most marvellous triumph of Western over Eastern civilization that the world has ever read. Calcutta has a number of good hotels and other conveniences for the comfort of travellers, and every information can readily be obtained as to the several routes into the interior and the necessary preparations for Indian travel; but the tourist should here provide himself with the Peninsular & Oriental guide books that are published for the use of travellers intending to visit the cities of the interior.

CALCUTTA TO BOMBAY.

There is rail to Cawnpore, Lucknow, Agra, Delhi and other places made famous in the Sepoy mutiny and re-conquest of India in 1858. The beautiful city of Agra, which in its own way is without a rival, is a little to the north of the main route to Bombay. Here is the celebrated Taj, which Sir Edwin Arnold declares to be the crown of all the triumphs of Mogul art. The imperial tomb, built of white marble, cost three million sterling and occupied twenty thousand workmen for seventeen years. A little beyond Agra is Delhi, the city of Aurungzebe and the capital of the Mogul Empire, the capture of which, with the seizure of the king, was the crowning victory of the British arms in the great mutiny.

BOMBAY.

Bombay, on the Arabian Sea, is perhaps the pleasantest and most beautiful of the English cities in India. It is on an island connected by bridges with the mainland, and is divided into a native and a European town, the former being especially interesting from the bazaars and native manufactures there carried on, as well as from the medley nature of its Indian population. The European portion is remarkable for the handsome residences of the merchants, in which art and science have been employed to provide the comforts and luxuries of Eastern life. Near Bombay are the celebrated towers for the receptacle of the dead, of which so much mention has been made by Eastern travellers. From Bombay the steamer crosses the Arabian Sea to Aden and thence up the Red Sea to Ismalia, where passengers intending to visit Egypt—in the season—disembark.

EGYPT.

From Ismalia there is rail communication to Cairo and Alexandria, from either of which points the tourist can take passage in one of the much-written-about Nile Dahabeahs and leisurely examine the land of the Pharoahs, climb the pyramids under which they are buried, investigate the Sphynx, and if he desires visit some of the battle fields in the recent wars against Arabi Pasha and the Mahdi. From October till May is the season for doing Egypt and the Nile. After that the weather becomes warmer than is agreeable to the majority of European and American travellers, and one service of boats specially designed for such tourists is discontinued.

THE MEDITERRANEAN.

Then at his leisure, always remembering that his ticket is good for twelve months from the date of issue, the tourist returns to Ismalia and selects the route by which he will travel to England. There are several at his option. He can go by the all-sea route through the Mediterranean, calling at Brindisi and Malta, and passing Gibraltar on to London; or by Marseilles and Straits of Gibraltar; or he may disembark at Brindisi and continue his journey overland through Europe. By the time he reaches London the Canadian Pacific Railway Company's globe-circling tourist will have had opportunity to see the latest and the oldest civilizations in the world. The frontiers of the far west have been succeeded by the double civilization of the Japanese, and the ancient and unchanging methods and customs of the Chinese. The Hindoo traditions have jostled those of the Moslem, where the fashions of Piccadilly are side by side with the remnants of Aurungzebe's Empire, and the evidences of Egypt's antiquity and the monuments of forty centuries have been observed from the deck of a London tourist organizer's boat. Not only will the tourist have experienced the pleasure derived from the strange and beautiful sights which he has seen, but he will have gained an insight into the trade and economy of those eastern and western peoples whose easy intercommunication is so rapidly influencing the trade and political relations of the world.

The tourist may invert the order of his journey, and by leaving England in the early winter may visit the cities of the continent, the points of interest in Egypt, India, China, Japan and America each in the pleasantest season.

MAP.

Special attention is directed to the Map on the inside of this Folder.

It is not the intention to turn the old world upside down, but only to properly show the course as well as the advantages of the Canadian Pacific Route around the world. And also the route to and from the far East. We are so accustomed to view the picture of the world on Mercator's projection that we are apt to forget that the world is round, and that a degree of longitude at 30° north latitude does not measure the same as at the equator. At the equator it is 60 miles to a degree, while at latitude 50° north, only 38.6 miles.

THE CANADIAN PACIFIC ROUTE IS THE SHORTEST

To-day around the world, or, more properly speaking, around the northern half. The world can be circled by those who travel by the Canadian Pacific Route in less than 60 days, by continuous travel. They should see **JAPAN** before it is modernized and has assimilated European manners, customs and dress, **CHINA** with its four hundred million population, **INDIA** with its historical cities and Hindoo mysteries, **EGYPT** and its antiquities antedating all written history, **EUROPE** with its treasures of art and science, and the **WESTERN WORLD** before it has too far lost its own attractive peculiarities.

DESCRIPTIVE PAMPHLETS.

Intending passengers desirous of informing themselves concerning the countries and places through which they are to pass, or may visit, should obtain the following publications:

THE NEW HIGHWAY TO THE ORIENT.

An illustrated pamphlet describing the route across the American continent by the Canadian Pacific Railway. To be had without charge on application to any Canadian Pacific Railway agent.

WESTWARD TO THE FAR EAST.

An interesting and convenient guide book across the Pacific and to the principal cities of Japan and China, written in excellent style by an experienced traveller. This book is also given on application free of charge.

MURRAY'S GUIDE.

This well-known publication, which deals exhaustively with the route taken by the Canadian Pacific Railway tourist, can be obtained in the Canadian Pacific Railway trains or steamships, or at any of the hotels, for $3.50 (about 14 s. 6 d.)

THE PENINSULAR & ORIENTAL POCKET GUIDE.

Descriptive of the Peninsular & Oriental Steamship routes, to be obtained at any of the Peninsular & Oriental Steam Navigation Company's offices. Price, 2s 6d.

DISTANCE TABLE.

	MILES		MILES
London to Liverpool	201	Montreal to Vancouver	2906
Liverpool to Quebec	2661	Toronto to Vancouver, via North Bay	2769
Liverpool to Montreal	2790	Vancouver to Yokohama	4283
Liverpool to Halifax	2480	Yokohama to Shanghai	1047
Liverpool to Portland	2755	Shanghai to Hong Kong	810
Liverpool to Boston	2856	Hong Kong to Colombo	3096
Liverpool to New York	3130	Colombo to Calcutta	1264
Quebec to Montreal	172	Colombo to Bombay	875
Halifax to Montreal	756	Colombo to Port Said	3438
Portland to Montreal	296	Bombay to Port Said	3059
Boston to Montreal	342	Port Said to Brindisi	930
New York to Montreal	383	Port Said to London, via direct sea route	3215
New York to Toronto	546	Port Said to London, via Marseilles	3501
Montreal to Toronto	344	Port Said to London, via Brindisi	2570
Toronto to Owen Sound	121		
Owen Sound to Fort William (Lake Route)	554		

DISTANCES BY SEA ARE IN NAUTICAL MILES. BY LAND IN STATUTE MILES.

AROUND THE WORLD BY THE CANADIAN PACIFIC ROUTE

£125 · OR $610 GOLD ·

THE success of the Canadian Pacific Railway Company's globe-circling excursions has been so marked as to convince the Company that the travelling public would appreciate another opportunity to make the trip. The Company, therefore, has so arranged, that by means of its railway across the American continent, its steamship line across the Pacific Ocean, the Peninsular & Oriental Steam Navigation Co's service between Europe and China, via Egypt and India, and the most popular transatlantic lines, it can now offer

First-Class Saloon Tickets for the Round-the-World Trip

BY THE ROUTE INDICATED, AND OF WHICH FULL PARTICULARS ARE CONTAINED IN THIS GUIDE, FOR THE SUM OF

· £125 ·

WHEN JOURNEY IS BEGUN IN EUROPE, OR $610 GOLD (OR THE EQUIVALENT) WHEN JOURNEY IS BEGUN IN ASIA OR ON THE AMERICAN CONTINENT.

THE TRAVELLER HAS THE CHOICE OF PROCEEDING

EASTWARD OR WESTWARD

ON HIS JOURNEY, AND IT MAY BE BEGUN AT ANY INTERMEDIATE POINT ON THE ROUTE.

TWELVE MONTHS

WILL BE ALLOWED AS THE LIMIT DURING WHICH THE TICKET MAY BE USED, AND STOP-OVER PRIVILEGES WILL BE GIVEN AT ALL POINTS OF INTEREST.

The above rate includes Meals and Berths on Steamships but not on Railways. Tickets for Meals and Sleeping Car Berths on Canadian Pacific Railway, *while travelling*, can be obtained by Round-the-World Travellers at $30.00, gold, west-bound, and $40.00, Mexican, east-bound, for the transcontinental rail trip by the Canadian Pacific Railway between the Atlantic and Pacific.

DEVIATIONS FROM THE ROUTE INDICATED

CAN BE MADE AT A SLIGHTLY INCREASED COST, ENABLING THE PASSENGER TO PROCEED

OVERLAND THROUGH INDIA, ETC., ETC.

Passengers from Europe or America desirous of visiting the FAR EAST without making the complete journey around the world, should apply, stating their requirement, to one or other of the offices or agencies of the Canadian Pacific Railway. They will find that

THE RATES ARE THE LOWEST, THE TIME THE QUICKEST AND THE ACCOMMODATIONS THE BEST.

The route as detailed herein for convenience reads from and to London, Eng., west-bound, but the rate quoted will apply from any intermediate point, and the journey, with its numerous variations, can be arranged in either direction at option of passenger when tickets are purchased. In all cases return to the starting point of ticket is included.

ROUTE.

Railway, London to Liverpool.

Choice of Transatlantic Steamship Lines Liverpool to either Quebec, Montreal, Halifax, Portland, Boston or New York.

Canadian Pacific Railway direct route from Halifax, Portland or Boston, and direct lines from New York to Montreal, thence Canadian Pacific Railway to Vancouver.

Canadian Pacific Railway Company's Royal Mail Steamship Line, Vancouver to Yokohama, Shanghai and Hong Kong.

Peninsular & Oriental Steam Navigation Company's Steamship Line Hong Kong to Singapore, Penang, Colombo, Aden, Ismalia, Port Said, (Brindisi and Malta or Marseilles) and London.

VARIATIONS WITHOUT CHARGE.

The following variations in route in either direction will be allowed without extra charge, provided application for same is made at time of purchase of ticket or at the offices of the Canadian Pacific Railway at London, Eng., Liverpool, Eng., New York, Montreal, Vancouver, Yokohama, Shanghai or Hong Kong, or at the offices of the Peninsular & Oriental Steam Navigation Company at London, Eng., or Hong Kong.

From New York to Vancouver, via direct line to Niagara Falls, Toronto, North Bay and Fort William.

From Montreal to Vancouver, via C. P. Railway to Toronto, North Bay and Fort William.

From New York to Vancouver, in summer (May 10th to October 31st,) via direct line to Toronto, Owen Sound and C. P. Lake Steamship Line to Fort William.

From Montreal to Vancouver, in summer, via C. P. Ry. Toronto, Owen Sound and C. P. Lake Steamship Line to Fort William.

From Montreal to Vancouver, in summer, via C. P. Ry. to Sault Ste. Marie and C. P. Lake Steamship Line to Fort William.

Vancouver to Yokohama, via Can. Pac. Nav. Co's Steamers to Victoria, B. C., thence Can. Pac. Royal Mail Steamships.

Peninsular & Oriental steamers from Yokohama or Shanghai to Hong Kong, instead of C. P. Ry. Co.'s Steamships.

Peninsular & Oriental steamers from Colombo to Aden, via Bombay instead of direct.

VARIATIONS ON EXTRA PAYMENT.

The following variations in route in either direction will be allowed on payment of the *additional* amounts herein stated, at time of purchase of tickets, or on application to agent of the C. P. Ry. at London, Eng., New York, Montreal, Vancouver, or Hong Kong, or agent of P. & O. S. N. Co. at London, Colombo or Hong Kong when variation is arranged.

From Hong Kong to Colombo via China Navigation Company, or Eastern & Australian Navigation Company's steamers through Torres Straits to Sidney, Australia, thence P. & O. Steam Navigation Company's steamers via Melbourne and Adelaide to Colombo or vice versa, £32, or $155.75 gold.

From Atlantic Port of Landing to Vancouver, via direct rail lines to Chicago, St. Paul and Winnipeg, £5 3s, or $25.00.

NOTE.—If passenger provides his own passage between Atlantic Port of Landing and Vancouver or Victoria, an allowance of £10 6d, or $50.00, will be made.

Montreal to Toronto, via St. Lawrence River and Rapids, £1 13s, or $8.00.

From Montreal or Toronto to Vancouver, via direct lines to Sault Ste. Marie, thence St. Paul and Winnipeg, £2 1s, or $10.00.

From Colombo to Aden, via Peninsular & Oriental steamships to Calcutta, thence railway direct, via Jubbulpore to Bombay, thence Peninsular & Oriental Steamship Navigation Company's steamers, £7, or $34.10 gold.

From Colombo to Aden, via Peninsular & Oriental steamships to Calcutta, thence railway, via Northwest Provinces Jeypoor, Delhi, Agra, Cawnpore, Lucknow and Benares to Bombay, thence Peninsular & Oriental steamers £8 14s 3d, or $42.40 gold.

From Brindisi to London, by overland route (including sleeping car on rail journey) £11 7s 9d, or $56.00 gold.

NOTE.—If passenger provides his own passage, Brindisi to London, an allowance of £5, or $24.30, will be made.

If passenger provides his own Trans-Atlantic passage, allowance of £10 6d, or $50 will be made.

Should passengers desire to arrange other variations in the route they are requested to communicate with the agents of the Canadian Pacific Railway Company.

TICKET CONDITIONS.

THE FOLLOWING ARE THE CONDITIONS ON WHICH THE TICKETS WILL BE ISSUED:

That they will not be transferred.

That if redemption is required in whole or in part, same will be made on return of unused portion of tickets less the regular fare for the distance used and 5 per cent. on the balance of the amount paid.

That they will be good for passage within twelve months from date of issue.

That they will be used in the direction in which issued.

That they will include meals and berths on steamships but not on railways unless specially so stated thereon.

That they will admit of stop-over at any steamship port of call or any point on the Canadian Pacific Railway or points of interest on Indian railways.

In other respects the regular rules of the various companies interested will apply.

BAGGAGE.

The Canadian Pacific Railway Company will, on its railway and steamship lines, allow 350 pounds of baggage free for each adult ticket, proportionately for half and quarter fares.

The same allowance will be made on Peninsular and Oriental Steamships.

The Transatlantic Steamship Lines will allow 40 cubic feet measurement. All in excess of these weights will be charged for at regular rates.

The free baggage allowance on the English and Indian railways is only 112 pounds. Across European continent, Brindisi to London, the French railways only allow 56 pounds free. The Italian railways make no free allowance, charging 4s 4d per 20 pounds on all baggage.

Baggage for steamship cabins should not exceed 3 feet in length, 1 foot 9 inches in width, and 1 foot 3 inches in depth.

All baggage should be marked with owner's name and address in paint.

All baggage is at owner's risk unless insured.

CALENDAR. 1893

JANUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

MARCH

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

APRIL

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

MAY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

JUNE

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

JULY

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUGUST

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SEPTEMBER

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

OCTOBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

NOVEMBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

DECEMBER

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

The Canadian Pacific Railway Company's

ROYAL MAIL STEAMSHIP LINE TO JAPAN AND CHINA

Consists of the Steamships Empress of India, Empress of Japan, and Empress of China. They were launched in the Spring of 1891, and have already made some remarkable records on the Transpacific Route, bringing Yokohama within twenty-one days of London and fourteen days of New York and Boston.

THEY ARE THE ONLY TWIN-SCREW STEAMSHIPS ON ANY PACIFIC LINE

And they have all the modern improvements and latest appliances known to marine architects to insure speed, safety and comfort. The hulls are of steel, with double bottoms extending the full length of the vessel, and are divided into numerous watertight compartments, rendering them practically unsinkable. The engines (10,000 horsepower) have developed a speed of over nineteen knots per hour. The saloons, library and staterooms are marvels of beauty and luxury. They are lighted throughout by electricity, are thoroughly well ventilated and for comfort excel anything afloat.

—THE—

PENINSULAR & ORIENTAL STEAMERS

Are also of modern type and are furnished and operated in the thoroughly efficient manner well known to Indian Travellers.

The best of the Transatlantic Steamers being available for travellers on this Around-the-World trip, and a passenger being at liberty to select for himself from the vessels named, he cannot fail to satisfy himself from amongst these ocean palaces.

THE CANADIAN PACIFIC RAILWAY

THE LONGEST CONTINUOUS RAILWAY IN THE WORLD UNDER ONE MANAGEMENT.

Extending from the Atlantic to the Pacific over 3,000 miles of uninterrupted line, has been so thoroughly well described in other publications that it is here only necessary to say that it is the most comfortable, interesting, shortest and cheapest route across the western continent. Its sleeping and dining cars surpass all others in elegance and convenience, and railway travel is made a pleasure instead of, as heretofore, a weariness. The greatest natural wonders on the continent are on the line of the Canadian Pacific Railway.

CONDENSED TIME TABLES.

The time by railway or steamship given herein is not guaranteed, as it is subject to change. It is given for information of passengers to assist them in mapping out their trip. Close connections between trains and steamships, or between steamships at ports of change, although they can generally be depended on, are not guaranteed. For full and latest particulars the current time tables and hand-books of information published by the different companies are recommended.

EUROPE.

Trains leave London for Liverpool, and vice versa, by the various railways almost hourly.

Transatlantic steamers leave Liverpool for Canadian and United States ports, and vice versa, almost daily.

NORTH AMERICAN CONTINENT

TRAINS LEAVE

Portland, Boston and New York for Montreal, and vice versa, mornings and evenings. Time about twelve hours.

New York for Toronto, via Niagara Falls, and vice versa, mornings and evenings. Time about sixteen hours.

Halifax for Montreal about noon; east-bound in evenings. Time about twenty-seven hours.

Quebec for Montreal, noon and evenings; east-bound mornings and evenings. Time about seven hours.

Montreal for Toronto, and vice versa, mornings and evenings. Time about eleven hours.

Toronto for Owen Sound and Fort William via Lake Route in summer forenoons, Mondays, Wednesdays and Saturdays; east-bound from Fort William about noon, Tuesdays, Thursdays and Saturdays. Time forty-five hours.

Montreal and Toronto to Winnipeg and Vancouver, evenings, week days; east-bound from Vancouver about noon, daily except Mondays. Time five and a half days. Daily service west of Winnipeg.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIPS.

WEST-BOUND.

STEAMSHIPS.	VANCOUVER. Leave	YOKOHAMA. Ar. about	YOKOHAMA. Lv. about	SHANGHAI (Woosung) Ar. about	SHANGHAI (Woosung) Lv. about	HONG KONG. Arrive about
Emp's of Japan	Feb. 6, '93	Feb. 20	Feb. 21	Feb. 24	Feb. 25	Feb. 28, '93
Emp's of China	Mch. 6, '93	Mch. 20	Mch. 21	Mch. 24	Mch. 25	Mch. 28, '93
Emp's of India	Apr. 3, '93	Apr. 17	Apr. 18	Apr. 21	Apr. 22	Apr. 25, '93
Emp's of Japan	Apr. 24, '93	May 8	May 9	May 12	May 13	May 16, '93
Emp's of China	May 15, '93	May 29	May 30	June 2	June 3	June 6, '93
Emp's of India	June 5, '93	June 19	June 20	June 23	June 24	June 27, '93
Emp's of Japan	June 26, '93	July 10	July 11	July 14	July 15	July 18, '93
Emp's of China	July 17, '93	July 31	Aug. 1	Aug. 4	Aug. 5	Aug. 8, '93
Emp's of India	Aug. 7, '93	Aug. 21	Aug. 22	Aug. 25	Aug. 26	Aug. 29, '93
Emp's of Japan	Aug. 28, '93	Sept. 11	Sept. 12	Sept. 15	Sept. 16	Sept. 19, '93
Emp's of China	Sept. 18, '93	Oct. 2	Oct. 3	Oct. 6	Oct. 7	Oct. 10, '93
Emp's of India	Oct. 16, '93	Oct. 30	Oct. 31	Nov. 3	Nov. 4	Nov. 7, '93
Emp's of Japan	Nov. 13, '93	Nov. 27	Nov. 28	Dec. 1	Dec. 2	Dec. 5, '93
Emp's of China	Dec. 11, '93	Dec. 25	Dec. 26	Dec. 29	Dec. 30	Jan. 2, '94

And every four weeks thereafter.

EAST-BOUND.

STEAMSHIPS.	HONG KONG. Leave	SHANGHAI (Woosung) Ar. about	SHANGHAI (Woosung) Lv. about	YOKOHAMA. Ar. about	YOKOHAMA. Lv. about	VANCOUVER. Arrive about
Emp's of India	Feb. 22, '93	Feb. 24	Feb. 25	Mch. 2	Mch. 3	Mch. 15, '93
Emp's of Japan	Mch. 22, '93	Mch. 24	Mch. 25	Mch. 30	Mch. 31	Apr. 12, '93
Emp's of China	Apr. 12, '93	Apr. 14	Apr. 15	Apr. 20	Apr. 21	May 3, '93
Emp's of India	May 3, '93	May 5	May 6	May 11	May 12	May 24, '93
Emp's of Japan	May 24, '93	May 26	May 27	June 1	June 2	June 14, '93
Emp's of China	June 14, '93	June 16	June 17	June 22	June 23	July 5, '93
Emp's of India	July 5, '93	July 7	July 8	July 13	July 14	July 26, '93
Emp's of Japan	July 26, '93	July 28	July 29	Aug. 3	Aug. 4	Aug. 16, '93
Emp's of China	Aug. 16, '93	Aug. 18	Aug. 19	Aug. 24	Aug. 25	Sept. 6, '93
Emp's of India	Sept. 6, '93	Sept. 8	Sept. 9	Sept. 14	Sept. 15	Sept. 27, '93
Emp's of Japan	Oct. 4, '93	Oct. 6	Oct. 7	Oct. 12	Oct. 13	Oct. 25, '93
Emp's of China	Nov. 1, '93	Nov. 3	Nov. 4	Nov. 9	Nov. 10	Nov. 22, '93
Emp's of India	Nov. 29, '93	Dec. 1	Dec. 2	Dec. 7	Dec. 8	Dec. 20, '93
Emp's of Japan	Dec. 27, '93	Dec. 29	Dec. 30	Jan. 4	Jan. 5	Jan. 17, '94
Emp's of China	Jan. 24, '94	Jan. 26	Jan. 27	Feb. 1	Feb. 2	Feb. 14, '94

And every four weeks thereafter.

CONDENSED TIME TABLE—CONTINUED.

PENINSULAR & ORIENTAL STEAMSHIPS

WEST-BOUND.

Leave Hong Kong for Colombo, January 19, 1893, at noon and every alternate Thursday, arriving in about thirteen days.

Leave Colombo for Bombay and Aden (direct), Port Said, Brindisi and London on arrival from Hong Kong, arriving Bombay in about four days; Aden, eight days; Port Said, eleven days; Brindisi, fourteen days; London, overland from Brindisi, seventeen days, and via Straits of Gibraltar about twenty-five days. Steamers run fortnightly to Calcutta.

Leave Bombay for Port Said, Brindisi and London, every Saturday 2.00 p. m., from May 26 to September 15, inclusive; Fridays 5.00 p. m.; taking about one day less for journey than from Colombo.

EAST-BOUND.

Leave London for Brindisi, Port Said, Aden and Bombay every Thursday at noon, and for Colombo January 19, 1893, at noon and every alternate Thursday, arriving Brindisi in ten days, Port Said fourteen days, Aden nineteen days, Bombay twenty-five days and Colombo twenty-six days. Overland Special, London to Brindisi, leaves Friday in week following departure of steamers, overtaking them at Brindisi.

Leave Bombay for Colombo January 26, 1893, and every alternate Thursday.

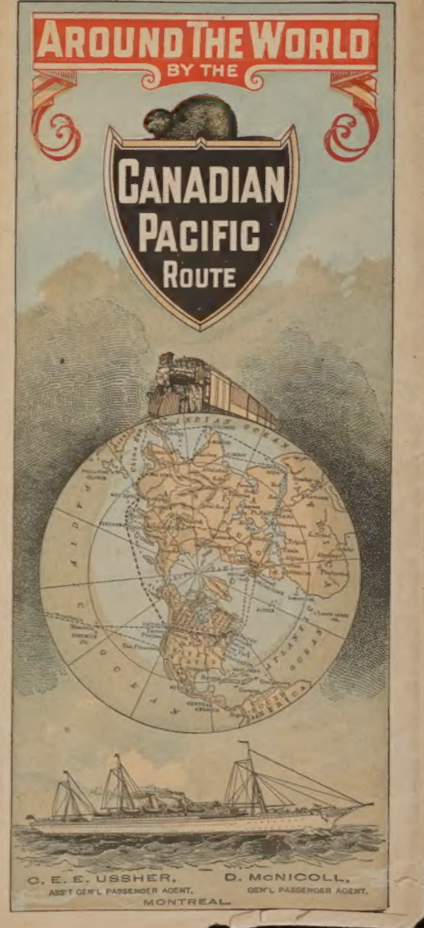
Leave Calcutta for Colombo January 27, 1893, and every alternate Friday until May 5, inclusive, and every alternate Thursday commencing May 18, 1893.

Leave Colombo for Calcutta February 2, 1893, and every alternate Thursday. For Hong Kong February 15, 1893, and every alternate Wednesday.

FULL PARTICULARS CAN BE OBTAINED FROM ANY OF THE FOLLOWING AGENCIES.

Adelaide, Aus., Thos. Cook & Sons.
Baltimore, Md., H. McMurtrie, Freight and Pass. Agent, 203 E. German St.
Bombay, India, Thomas Cook & Son, 13 Rampart Row.
Boston, Mass., H. J. Colvin, New England Passenger Agt., 197 Washington St.
Buffalo, N. Y., M. G. Reill, Freight and Passenger Agent, 14 Exchange St.
Calcutta, India, Thomas Cook & Son, 11 Old Court House St.
Chicago, Ill., J. Francis Lee, District Freight and Pass. Agt., 232 S. Clark St.
Colombo, Ceylon, Thomas Cook & Son, (E. B. Creasey.)
Detroit, Mich., C. Sheehy, District Passenger Agent, 11 Fort St., West.
Glasgow, Scotland, Archer Baker, European Traffic Agent, 67 St. Vincent St.
Halifax, N. S., C. S. Philps, Ticket Agent, 126 Hollis St.
Hiogo, Japan, Frazar & Co.
Hong Kong, China, Ed. Holloway, General Agent China and Japan.
Honolulu, H. I., T. H. Davies & Co.
Kobe, Japan, Frazar & Co.
Liverpool, Eng., Archer Baker, European Traffic Agent, 7 James St.
London, Eng., " " " " 67, 68 King William St., E.C.
Madras, Thomas Cook & Son.
Malta, Messrs. Turnbull, Jr., & Somerville, correspondents.
Manchester, Eng., Archer Baker, European Traffic Agent, 105 Market St.
Montreal, Que., Wm. F. Egg, City Passenger Agent, 266 St. James St.
New York, N. Y., E. V. Skinner, General Eastern Agent, 353 Broadway.
Niagara Falls, N. Y., D. Isaacs, Prospect House.
Philadelphia, Pa., H. McMurtrie, Fr. & Pass. Agt., cor. Third & Chestnut Sts.
Portland, Me., G. H. Thompson, Maine Central Railroad Station.
Quebec, Que., Geo. Duncan, Freight and Passenger Agent, St. Louis Hotel.
Rangoon, Burmah, Thomas Cook & Son, Merchant St.
St. John, N. B., C. E. McPherson, Asst. Gen'l Pass. Agent, Chubb's Corner.
St. Paul, Minn., C. E. Dixon, 183 East Third St.
San Francisco, Cal., M. M. Stern, Dist. Frt. & Pass'r Agt., Chronicle Bldg.
Shanghai, China, Jardine, Matheson & Co.
Sydney, Australia, Thomas Cook & Son.
Toronto, Ont., W. R. Callaway, District Passenger Agent, 1 King St., East.
Vancouver, B. C., G. McL. Brown, District Passenger Agent.
Victoria, B. C., Allan Cameron, Freight and Pass'r Agent, Government St.
Winnipeg, Man., W. M. McLeod, City Ticket Agent, 471 Main St.
Yokohama, Japan, Frazar & Co., Agents for Japan.
D. McNicoll, General Passenger Agent, Montreal.

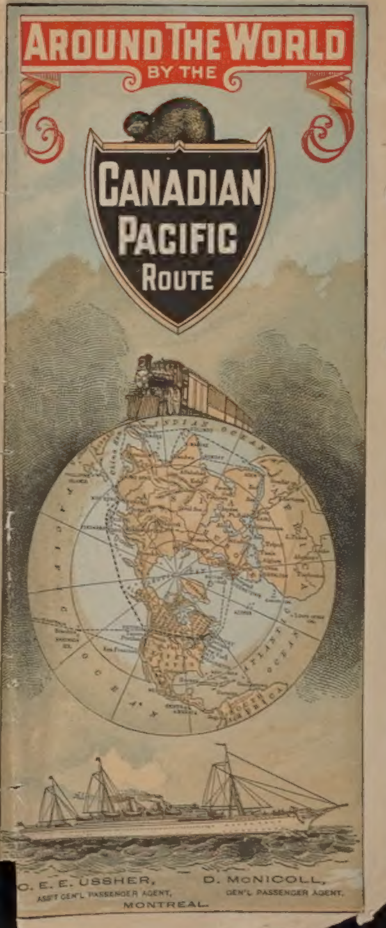
FEBRUARY, 1893.



C. E. E. USSHER, ASS'T GEN'L PASSENGER AGENT.   D. McNICOLL, GEN'L PASSENGER AGENT.

MONTREAL.

FEBRUARY, 1893. 395



C. E. E. USSHER, ASS'T GEN'L PASSENGER AGENT.   D. McNICOLL, GEN'L PASSENGER AGENT.

MONTREAL.

AROUND THE WORLD
BY
CANADIAN PACIFIC
ROUTE
LONGITUDE EAST 75 FROM GREENWICH
LONGITUDE WEST 105 FROM GREENWICH
SUNDA ISLANDS
INDIAN OCEAN
BAY OF BENGAL
ARABIAN SEA
CHINA SEA
PACIFIC OCEAN
ATLANTIC OCEAN
ARCTIC OCEAN
SOUTH PACIFIC OCEAN
SOUTH ATLANTIC OCEAN
BEHRING SEA
SEA OF OKHOTSK
YELLOW SEA
JAPAN SEA
GULF OF MEXICO
CARIBBEAN SEA
GULF OF ALASKA
HUDSON BAY
BAFFIN BAY
GREENLAND
ICELAND
NOVA ZEMBLA
FRANCIS JOSEPH LAND
NORTH POLE
EQUATOR
"Penang to Colombo 1274 miles."
"Colombo to Aden 2069 miles."
"Vancouver to Yokohama 4863 miles."
"Vancouver to Honolulu 2410 miles."
"San Francisco to Honolulu 2085 miles."
"Eastbound" one day is gained, "Westbound" one day is lost.
"Liverpool to Quebec 2661 miles, to Vancouver 5715 miles."
"Liverpool to Halifax 2342 miles."
"Liverpool to New York 3120 miles."
London to Port Said 3570 miles.
MAHE ARCHIPELAGO OR SEYCHELLES IDS.
ALDABRA IDS.
MAHE
SINGAPORE
PENANG
COLOMBO
MADRAS
BOMBAY
CALCUTTA
RANGOON
HONG KONG
CANTON
SHANGHAI
WOO SUNG
YOKOHAMA
TOKIO
KOBE
VLADIVOSTOK
HAKODATE
ADEN
MECCA
TEHERAN
CAIRO
ALEXANDRIA
PYRAMIDS
ABYSSINIA
SOMALI LAND
GALLA COUNTRY
ARABIA
PERSIA
TURKEY IN ASIA
TURKEY IN EUROPE
TRIPOLI
LIBYAN DESERT
ST. PETERSBURG
MOSCOW
VIENNA
BERLIN
PARIS
LONDON
MADRID
BRITISH ISLES
SCANDINAVIA
RUSSIA IN EUROPE
RUSSIA IN ASIA
SIBERIA
CHINA
INDIA
BURMA
SIAM
TIBET
MONGOLIA
MANCHOORIA
JAPAN
PHILIPPINE IDS.
BORNEO
SUMATRA
JAVA
CEYLON
MALDIVE ISLANDS
LACCADIVE ISLANDS
ANDAMAN ISLANDS
NICOBAR ISLANDS
DOMINION OF CANADA
UNITED STATES
MEXICO
CENTRAL AMERICA
WEST INDIA ISLANDS
GREATER ANTILLES
LESSER ANTILLES
SOUTH AMERICA
UNITED STATES OF COLOMBIA
PERU
BRAZIL
ECUADOR
HAWAIIAN OR SANDWICH IDS.
AZORES OR WESTERN IDS.
NEW YORK
BOSTON
PORTLAND
NEW ORLEANS
SAN FRANCISCO
VICTORIA
HALIFAX
QUEBEC
MONTREAL
OTTAWA
TORONTO
WINNIPEG
VANCOUVER
CALGARY
EDMONTON
PRINCE RUPERT
SEATTLE
PORTLAND
SAN JUAN
HAVANA
CARACAS
BOGOTA
QUITO
LIMA
RIO JANEIRO
BUENOS AYRES
VALPARAISO
TO AUSTRALIA
TO ZANZIBAR
TO VALPARAISO
TROPIC OF CANCER
TROPIC OF CAPRICORN
ARCTIC CIRCLE
Latitude 60
Latitude 50
Latitude 40
Latitude 30
Latitude 20
Latitude 10
Equator
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1752